

CLAIMS

What is claimed is:

1. A door for use with a vehicle, the vehicle defining a load space and having an access opening communicating between the load space and atmosphere, the door
5 comprising:
a first panel having an end, the end having an arm and a protuberance connected to the arm, together the end, the arm, and the protuberance defining an arcuately shaped recess; and
a second panel having a hook, the hook being engageable in the arcuately
10 shaped recess to pivotably connect the first panel and the second panel, the hook having an arcuate shape corresponding to the arcuately shaped recess.
2. The door of claim 1, wherein the first panel has a first face and the second panel has a second face, and wherein the second panel is pivotable relative to the first
15 panel between a first orientation, in which the second face is substantially perpendicular to the first face, and a second orientation, in which the second face is substantially parallel to the first face.
3. The door of claim 2, wherein the second panel is fixedly connected to the
20 first panel when the second panel is in the second orientation and wherein the second panel is removeably connected to the first panel when the second panel is in the first orientation.
4. The door of claim 2, wherein the vehicle includes tracks positioned
25 adjacent to the access opening, and wherein the tracks limit movement of the second panel between the first orientation and the second orientation.
5. The door of claim 2, wherein one of the first panel and the second panel provides a second protuberance and an other of the first panel and the second panel defines a second recess, the second protuberance being engageable in the second recess when the
30 second panel is in the second orientation to reduce air flow between the first panel and the second panel.

6. The door of claim 1, wherein the first panel and the second panel define an air channel between the load space and the atmosphere, the hook matingly engaging the protuberance, and together, the protuberance and the hook obstructing air flow through the air channel.

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7. The door of claim 1, wherein the second panel and the hook are integrally formed from a thermally nonconductive material.

8. The door of claim 1, wherein the arm and the first panel are integrally formed from a thermally nonconductive material.

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9. The door of claim 1, wherein the second panel has a second end and the hook extends along the second end, and wherein the hook engages the arcuately shaped recess along the first end.

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10. A door for use with a vehicle, the vehicle defining a load space and having an access opening communicating between the load space and atmosphere, the door comprising:

a first panel having a first face and a lower end; and

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a second panel having a second face and an upper end, one of the lower end and the upper end defining a recess, an other of the lower end and the upper end having a protrusion, the protrusion being engageable in the recess to pivotably connect the first panel and the second panel, the second panel being pivotable relative to the first panel between a first orientation, in which the second face is substantially perpendicular to the first face, and a second orientation, in which the second face is substantially parallel to the first face, the second panel being fixedly connected to the first panel when the second panel is in the second orientation and the second panel being removeably connected to the first panel when the second panel is in the first orientation.

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11. The door of claim 10, wherein the vehicle includes tracks positioned adjacent to the access opening, and wherein the tracks limit movement of the second panel between the first orientation and the second orientation.

12. The door of claim 10, wherein the protrusion is a hook, and wherein the one of the lower end and the upper end includes an arm and a protuberance connected to the arm, together the end, the arm, and the protuberance defining the recess.

5 13. The door of claim 10, wherein one of the first panel and the second panel and the protrusion are integrally formed from a thermally nonconductive material.

14. The door of claim 10, wherein the first panel provides a second protrusion and the second panel defines a second recess, the second protrusion being engageable in
10 the second recess when the second panel is in the second orientation to reduce air flow between the first panel and the second panel.

15. The door of claim 10, wherein the recess extends along the one of the lower end and the upper end, and wherein the protrusion extends along the other of the lower end
15 and the upper end.

16. A door for use with a vehicle, the vehicle defining a load space and having an access opening communicating between the load space and atmosphere, the door comprising:
20 a first panel having an end defining an arcuately shaped recess; and
 a second panel having a hook, the hook being engageable in the arcuately shaped recess to pivotably connect the first panel and the second panel, the second panel and the hook being integrally formed from a thermally nonconductive material.

25 17. The door of claim 16, wherein the end includes an arm and a protuberance connected to the arm, together the end, the arm, and the protuberance defining the arcuately shaped recess.

18. The door of claim 16, wherein the first panel has a first face and the second
30 panel has a second face, and wherein the second panel is pivotable relative to the first panel between a first orientation, in which the second face is substantially perpendicular to the first face, and a second orientation, in which the second face is substantially parallel to the first face.

19. The door of claim 18, wherein the second panel is fixedly connected to the first panel when the second panel is in the second orientation and wherein the second panel is removeably connected to the first panel when the second panel is in the first orientation.

5 20. The door of claim 18, wherein the vehicle includes tracks positioned adjacent to the access opening, and wherein the tracks limit movement of the second panel between the first orientation and the second orientation.

10 21. The door of claim 18, wherein one of the first panel and the second panel provides a protuberance and an other of the first panel and the second panel defines a second recess, the protuberance being engageable in the second recess when the second panel is in the second orientation to reduce air flow between the first panel and the second panel.

15 22. The door of claim 16, wherein the second panel has a second end and the hook extends along the second end, and wherein the arcuately shaped recess extends along the first end.

20 23. A door panel comprising an elongated body having a first end and a second end, the first end having an arm and a protuberance formed at a distal end of the arm, together the first end, the arm, and the protuberance defining an arcuately shaped recess, the protuberance having a first radius, the second end having a hook, the hook having a second radius, the first radius being greater than the second radius.

25 24. The door panel of claim 23, wherein the panel has a first face, and wherein the arm and the protuberance are configured to pivotably engage a second panel having a second face, the first panel being pivotable relative to the second panel between a first orientation, in which the first face is substantially perpendicular to the second face, and a second orientation, in which the first face is substantially parallel to the second face.

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 25. The door panel of claim 24, wherein the first panel is removably connectable with the second panel when the first panel is in the first orientation.

26. The door panel of claim 24, wherein the second panel is non-removably connectable with the second panel when the first panel is in the second orientation.

27. The door panel of claim 23, wherein the elongated body and one of the arm
5 and the hook are integrally formed from a thermally nonconductive material.

28. A method of assembling a door for a vehicle, the vehicle having a load space and defining an access opening communicating between the load space and atmosphere, the method comprising:
10 providing a first panel having a first face and a lower end;
providing a second panel having a second face and an upper end, one of the lower end and the upper end defining a recess, an other of the lower end and the upper end having a protrusion,
orienting the second panel in a first orientation, in which the second face is
15 substantially perpendicular to the first face, and inserting the protrusion into the recess;
and
pivoting the second panel with respect to the first panel toward a second orientation, in which the first face is substantially parallel to the second face, to matingly engage the first panel and the second panel.

20 29. The method of claim 28, wherein the vehicle has tracks positioned adjacent to the access opening, and wherein the method includes inserting the first panel in the tracks before inserting the protrusion into the recess.

25 30. The method of claim 28, wherein the vehicle has tracks positioned adjacent to the access opening, and wherein the method includes inserting the first panel in the tracks and moving the first panel along the tracks in a first direction, and wherein inserting the protrusion into the recess includes moving the second panel in a second direction, the second direction being substantially perpendicular to the first direction.

30 31. The method of claim 28, wherein orienting the second panel in the first orientation, in which the second face is substantially perpendicular to the first face, and inserting the protrusion into the recess includes removably connecting the first panel and the second panel.

32. A method of assembling a door for a vehicle, the vehicle having a load space, defining an access opening communicating between the load space and atmosphere, and having tracks positioned adjacent to the access opening, the method comprising:

- 5 inserting a first panel into the tracks;
 coupling a second panel to the first panel after the first panel is inserted into the tracks; and
 inserting the second panel into the tracks for sliding movement along the tracks with the first panel.

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33. The method of claim 32, wherein the first panel has a first face the second panel has a second face, and wherein coupling the second panel to the first panel after the first panel is inserted into the tracks includes orienting the second panel in an orientation, in which the second face is substantially perpendicular to the first face, and removably
15 connecting the first panel and the second panel.

34. The method of claim 33, wherein coupling the second panel to the first panel after the first panel is inserted into the tracks includes pivoting the second panel with respect to the first panel toward a second orientation, in which the first face is substantially
20 parallel to the second face, and non-removably connecting the first panel and the second panel.